

ARUBA NEWS

VOL. 7, No. 8

PUBLISHED BY THE LAGO OIL & TRANSPORT CO., LTD

JUNE 14, 1946

Hospital Inaugurates Obstetrics Division

Consultation Hours Changed

The Lago Medical Department established a division of obstetrics June 3, 1946, under the direct charge of Dr. John Borbonus. It is the first step in the Medical Department's postwar plan to provide specialists and specialized service in several medical divisions for the personnel and families of the Lago Oil and Transport Company, Limited. Further developments in the reorganization plan, which is contemplated to be in effect by the end of 1946, will be published later.



Dr. J. N. Borbonus

Dr. Borbonus is a graduate of the University of Pittsburgh and of the Jefferson Medical College at Philadelphia, Penna. He spent his internship at the St. Francis Hospital at Pittsburgh, and then specialized in obstetrics and gynecology at the Philadelphia Lying-in Hospital and at the St. Francis Hospital. Following this period of training he devoted his practice to obstetrics and gynecology for eight years at Johnstown, Penna., where he was Associate Obstetrician at the Memorial Hospital, and Obstetrician at the Mercy Hospital. From 1942 until January 15, 1946, he served with the rank of Major in the Army of the United States. He is a well qualified obstetrician and is a Diplomate of the American Board of Obstetrics and Gynecology, the American organization which certifies physicians as specialists in obstetrics and gynecology.

With the inauguration of a division of obstetrics, all obstetrical cases will be seen by Dr. Borbonus for pre-natal and post-natal visits and will not be treated through the Medical Department's general clinics or by other staff physicians. A separate set of consultation hours for obstetrical cases has been established, as follows:

Foreign staff families, Monday, Wednesday, and Friday, from 10 to 12 a.m.
Section C families, Monday, Wednesday, and Friday from 10 to 12 a.m.
Other local employee families, Monday, Tuesday, and Friday from 1 to 4 p.m.

In order that patients may arrive at the hospital to attend the afternoon obstetrical clinic beginning at 1 p.m., the East End Transportation Co. placed an additional bus in service on June 3, 1946, which leaves San Nicholas at 12:30 p.m. and arrives at the Lago Hospital at 1 p.m. Buses now arrive at the Lago Hospital at 1 p.m., 2 p.m., 3 p.m., and 4 p.m., during week days. All obstetrical patients are requested definitely to keep in mind the above schedule of hours and to make their consultations at the hospital in accordance with this schedule so that they may best be served by the Medical Department.

"Esaki Ta Un Manera Teribel Di Muri"

"Esaki ta un manera teribel di muri", General Patton, un di e generalnan mas famoso di e último guerra mundial a bisa, ora cu nan a poné den ambulance despues di un accidente di tráfico.

E palabranan aki ta palabranan cu mester worde recordá. Corda nan como palabranan cu ta expresá e tragedia amargo y e ironia imenso di accidente. Podiser nos mester pone e palabranan aki riba borchinan riba camindanan grandi. Of peganan riba dashboard banda di meter di velocidad of riba plaachi di number p'atras. Mihor ainda, hinka nan na bo sombré pa nan ta pegá cu bo sintí, ora bo ta stuur: "Esaki ta un manera teribel di muri".

Palabranan fuerte di un homber fuerte. Un homber di kende henter ehército Nazi tabatin temor. Un homber cu a conoce e peligro rigido di guerrapeligro cu ta continuo y teribel, hasta ora cu bo a tuma precaución y cu bo ta prepará. Un homber cu a mira e violencia cruel cu ta necesario ora tin guerra. Un homber cu di su mes tabata wapo y sabí y cu tabata sá di aprecia bida.

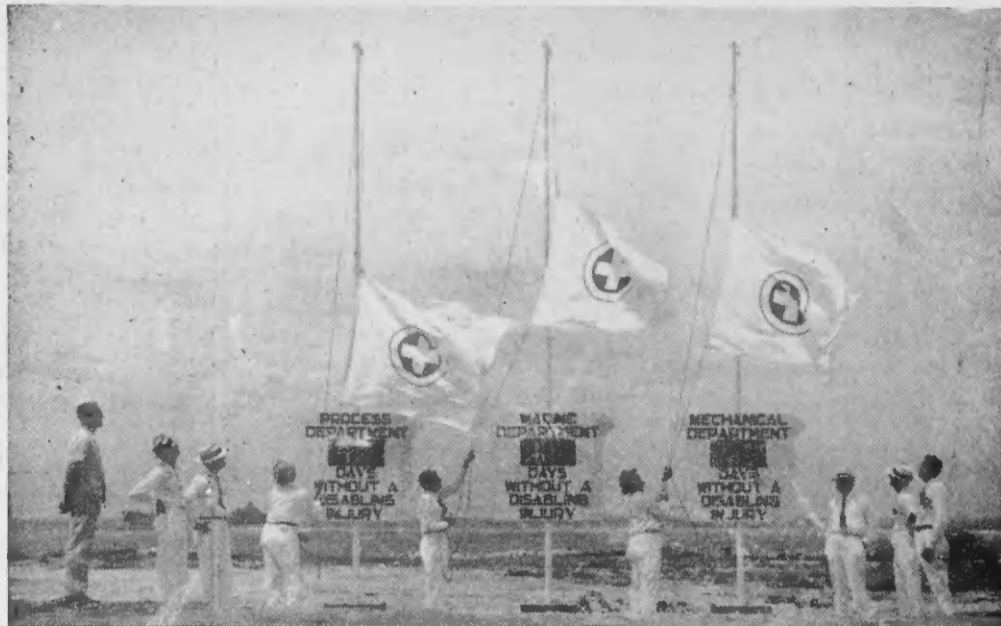
Pero General Patton a muri—algun dia promé cu Pascu di Nacemento di 1945—pa via di un boksmento ordinario entre un truck y e auto den cual e tabata bai jaag. Djies un accidente ordinario di automobiel den tempo di paz. E sorto di accidente cu ta socedé tur dia den nos cayanan y riba nos camindanan. E sorto di accidente cu por socedé mes onverwacht, mes violente, mes espantoso, mes trágico, solamente no mas dramático, cu un di bo concinran.

Henter mundo a elogiá General Patton cu boca y cu pen. Pero maske kico otro bo ta recordá di dje of di su acciònan, recordá tambe es palabranan profético aki, cu sin culpa ningun hende individualmente, ta pone tur e caso forzadamente y convencidamente en contra di accidentes.

Hasta den su ultimo batalla—e batalla pa su bida—General Patton, un gran luchador, un bai cu tur su forza contra un enemigo dit humanidad cu mester worde vencí ainda.

Pa nos lucha, no solamente contra accidente di tráfico, ma contra tur sorto di accidente, e gran general a laga pa nos un grito di batalla: "Esaki ta un manera teribel di muri".

Tabatin basta excitación na Aruba dia 23 di Mei, ora cu un aeroplano DC-3 (mira a portret) a aterizá maravillosamente riba vlegveld di Aruba Flying Club, despues di a keda bula riba e isla sin destino té ora cu su gasoline tabata cerca di kaba. E aeroplano, cu su pilot Delford Kenney, cu tabata un leader den Royal Canadian Air Force, a sail di Miami e mainta 7:45 y a tabata tin rumbo pa Maiquetia, Venezuela, cargá cu partinan di aeroplano. Mal tempo y biento contra dje a tardé hopi y ora cu el a mira Aruba su gasoline tabata cerca di kaba. Kenney tabata 'riba Aruba 7:15 y el a keda circulá den scuridat mas di un ora. Ora cu el a realizá cu e tabata riba Aruba el a trata di haya vlegveld di Dakota, pero sin éxito. Realizando cu e aeroplano mester ta den trobbel algun hende a bal na Flying Club y cu luznan di nan autonan nan a luzá a veld pa e aeroplano por aterizá. El a bula over di e veld varios bez pa e mira con grandí e ta, y dje el a aterizá masha bunita apesar cu e tabatin un velocidad di 100 milla pa ora. Ora cu e pilot a mira e tamaño di e veld su manecé, el mes tabata asombrá cu e por a aterizá. Man laat den dia el a sail pa veld di Dakota, unda el a tuma gasoline y el a bolbe carga su aeroplano, cu e parti di e carga cu nan a hiba Dakota cu truck, pa facilitá su tamtamento di veld di Flying Club.



(Above)

Safety flags were raised at two locations in the plant May 25 to give a day-by-day review of the safe-working achievements of three major groups of employees. On the day following an accident a department's universal safety flag will be lowered for one day; in its place will be hoisted a black and yellow checked flag to signify that the department's no-accident streak has been broken. In the picture above, J. D. Lykins raises the flag for the Process Department, J. W. Woodward for Marine, and W.R.C. Miller for the Mechanical Department. Looking on at left are R. D. Brown, G. N. Owen, and J. H. Beaujon of the Safety Division, and at right are L. G. Smith, E. Teagle, and J. J. Horgan of Management.

Banderanan di Seguridad a worde hizá na dos lugar den planta dia 25 di Mei pa duna un rapport diario di trahamento cu seguridad di e tres gruponan mas grandí di empleadonan. Un dia despues cu tabatin un accidente, e bandera universal di e departamento ta beha, y na su lugar nan lo hiza un bandera di cuadro geel y blouwscur, pa significá cu es departamento a kibra su record di seguridad. Riba a portret aki riba J. D. Lykins ta hiza bandera pa Process Department, J. W. Woodward pa Marine y W. R. C. Miller pa Mechanical Department.

Plans are being formulated for the election of Employees' Advisory Committee members, to be held in the near future.

Those eligible to vote are urged to begin consideration of the men they wish to represent them. The best men get the best results.

Bet you didn't know...

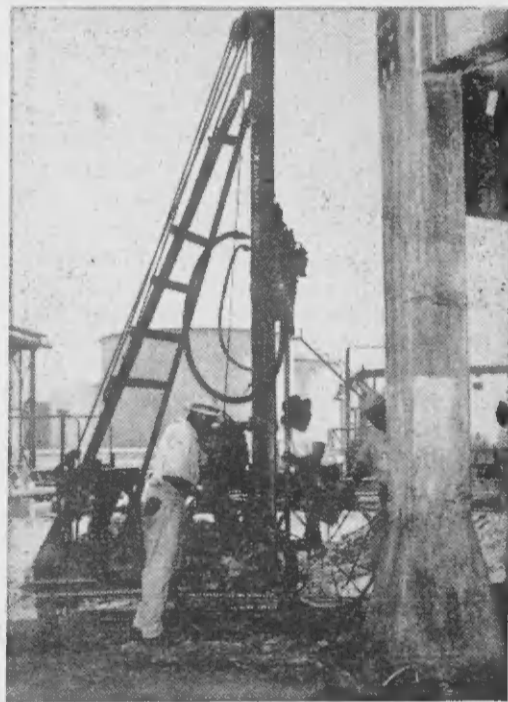
.....that oil wells are being drilled in Aruba. Little oil wells anyway. As part of a general program to reduce the refinery's losses of oil (see pages 4-5) 10 holes are being drilled at various locations throughout the plant and tank farm area, exploring for oil that has seeped into the coral through leakage from

Ex War Pilot Lands at Club Field by Car Lights

Car-owners from San Nicolas, Lago Heights, and the Lago Colony helped to save a Canadian airplane pilot's life May 23 when auto headlights were used to light his emergency landing at the tiny field near Lago Heights that belongs to the Aruba Flying Club.

Lost and with his gasoline supply running low, Delford Kenney, a flier for Aeropostal Venezolano, was in a serious situation as he arrived over Aruba after dark. He had taken off from Miami, Florida early that morning with a load of spare parts for the airline and with no assisting crew members, headed for Maiquetia, Venezuela. Held up by bad weather, he reached Aruba after dark and was unable to locate the K.L.M. field. (At first he thought he was over Curaçao, and was looking for Hato Field).

By the time he had circled over the island for an hour it was plain that he was in trouble, and a great number of cars headed for the Flying Club's "deVuijst Field" to light his way for a landing. After the field was ringed with cars lighting up the short and narrow runway, he brought the big DC-3 down with the skill gained in years of wartime flying, and skidded his wheels to a stop just in time. Next morning he took off without difficulty to complete the trip.



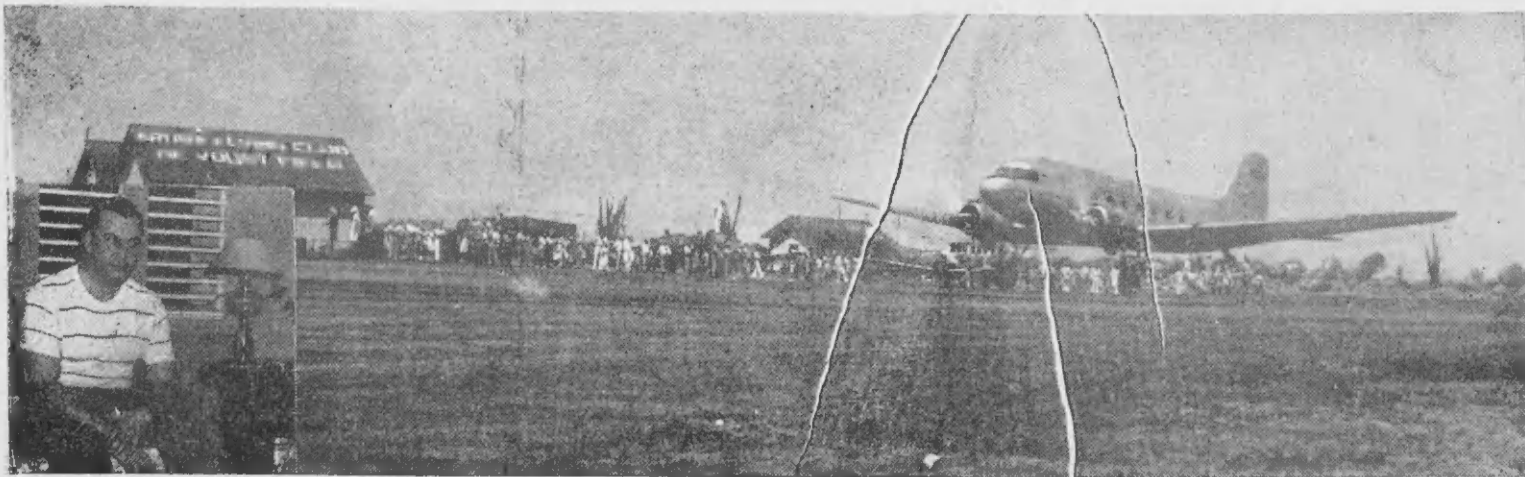
A wagon drill bores an "oil well" in the Treating Plant area. Felix Padilla is in the center operating the drill, with Christopher Solomon at left assisting. Checking the work at right is Waldo Saurez of T.S.D.

sewers, pipelines, or other sources.

Previous exploration has shown that pockets of oil and gas do exist, as the accumulation of leakage. One purpose of the well-drilling program is to eliminate the potential hazard formed by these pockets. A second purpose is to improve the cooling water taken from the lagoon, as a portion of the leakage finds its way to the shoreline. Also, the survey will help to locate major sewer leaks that may exist or develop in the future.

All the holes are being drilled to a depth of five feet below sea level, or from 6 to 65 feet deep.

The picture shows a thrilling moment for the crowd that gathered at the Aruba Flying Club's little landing field May 24, as a big transport plane that had been landed by auto lights the night before took off for Venezuela. When the picture was taken, the heavy ship had used only half of the short runway, and was already well clear of the ground. The inset at lower left shows the pilot, D. Kenney, a former Canadian bomber pilot who flew 14 raids over Berlin during the war. He had been discharged from the RCAF less than two weeks when he made his spectacular appearance in Aruba.



ARUBA **Esso** NEWS

PUBLISHED AT ARUBA, N. W. I., BY THE LAGO OIL & TRANSPORT CO., LTD.

The next issue of the ARUBA ESSO NEWS will be distributed Friday, July 5. All copy must reach the editor in the Personnel building by Friday noon, June 28. Telephone 523

Printed by The Curacao Courant, Curacao, N.W.I.

Departments Reporters

(Dots indicate that reporter has turned in a tip for this issue)

Simon Coronel
Bipat Chand
Sattaur Bacchus
Gordon Ollivierro
Luciano Wever
Simon Geerman
Henwey Hirschfeld
Iphill Jones
Erskine Anderson
Sam Viapree
Fernando Da Silva
Bertie Viapree
Hugo de Vries
Pedro Odor
Mrs. Ivy Butts
Jacinto de Kort
Henry Nassy
Harold Wathey
Mrs. M. A. Mongroo
Elsa Mackintosh
Elic Crichtow
Alvin Toxela
Calvin Hassell
Federico Ponson
Edward Larmonle
Edgar Connor
Mario Harms
Cade Abraham
Jan Oduber
John Francisco
Jose La Cruz
Vanisha Vanterpool
Ricardo Van Blaricum
Claude Bolah
Hubert Ecury
Harold James
Edney Huckleman

Hospital
Storehouse
Instrument
Electrical
Labor
Drydock
Marine Office
Receiving & Shipping
Acid & Edeleanu
L. O. F.
Pressure Stills
C.T.R. & Field Shops
T.S.D. Office
Accounting
Powerhouse 1 & 2
Laboratories 1 & 2
Laboratory 3
Lago Police
Esso & Lago Clubs
Dining Halls (3)
Hydro-Alky
Gas & Poly Plants
M. & C. Office
Masons & Insulators
Carpenter & Paint
Machine Shop
Blacksmith, Boiler & Tin
Pipe
Welding
Colony Commissary
Plant Commissary
Laundry
Colony Service Office
Colony Shops
Garage
Personnel
Sports

Long Service Awards

MAY, 1946



Garvice Roby

Garvice Roby started to work for the Standard Oil Co. (Indiana) at Casper, Wyoming in August, 1925, and transferred to Aruba in 1929 as a second class helper in Light Oils Finishing. All his service has been in L.O.F. and he is now an operator.

10-YEAR BUTTONS

- | | |
|-------------------------|---------------|
| Juan Croes | Pipe |
| Miguel Vroolyk | Pipe |
| Jose Figaroa | Carpenter |
| Gregorio Tromp | Boiler |
| Juan Lopez | Labor |
| Henry Goodwin | T. S. D. |
| Paul Cramer | T. S. D. |
| Peter Sagers | Press. Stills |
| Atanacio Van der Linden | Press. Stills |
| Richard Johnson | Acid Plant |
| Lovelock Hassell | Acid Plant |
| Benoit Croes | L. O. F. |
| Anton Harms | L. O. F. |



"This is a hell of a way to die," said General Patton, as they lifted him into the ambulance

Put these down as words to be remembered. Remember them as words that speak the bitter tragedy and the utter irony of accidents. Maybe we should put the words on the highway billboards.

Or paste them on dashboards near the speedometers or on rear license plates. Better still, pin them in your hat close to your driving sense: "A hell of a way to die".

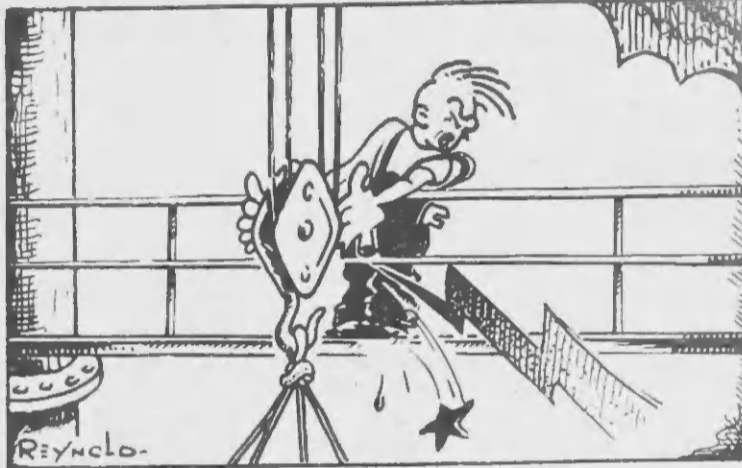
Tough words of a tough man. A man feared by the whole Nazi army. A man who had known the stark danger of war, danger that is continuous and terrible even with precaution and preparedness. A man who had seen the bloody violence that is necessary once a war is on. A man who was himself brave and shrewd and appreciative of life.

But General Patton died — a few days before Christmas, 1945—as the result of an ordinary traffic collision between a truck and the car in which he was riding on a game-hunting trip. Just a peacetime automobile accident. The kind that happens every day on our streets and highways "over here". The kind that may happen just as suddenly, just as violently, just as shockingly, just as tragically, though perhaps not as dramatically, to someone you know. It was what some people call just one of those things.

The eulogies for General Patton have already been spoken and written. But, whatever else is remembered about him and his accomplishments, remember those prophetic words which, without pointing the accusing finger at anyone in particular, do forcefully and convincingly state the whole case against accidents.

Even in his last battle—for his life—hard-fighting General Patton charged forward against an enemy of mankind that is still to be conquered.

For the fight against not only traffic accidents, but all types of accidents, the general gave us a battle cry: "This is a hell of a way to die."

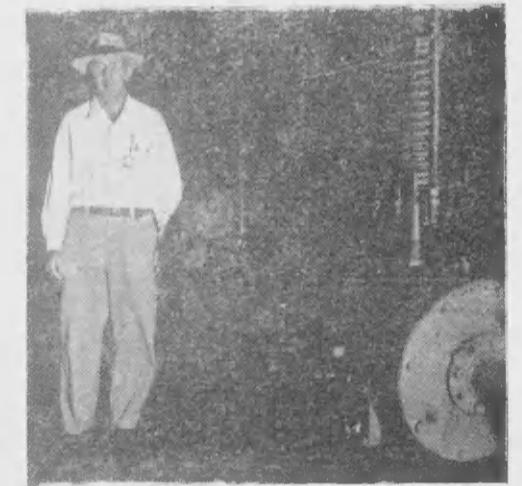


In hoisting a big valve through the steel work at the PCAR, one end of the valve caught underneath the edge of the floor. The corporal reached over to push the end of the valve away from the floor while a rigger helper, unknown to the corporal took hold of the traveling block with both hands and tried to turn the load around. When the valve cleared the edge of the floor the corporal signaled to raise the load. The helper's right middle, ring and little fingers were pulled into the sheave of the block by the running cable. Part of the little finger was amputated while the other two fingers were badly lacerated and broken. Never place hands on running cables or blocks of hoisting equipment.

Cat Plant Improvement Nets 250 to Suggestor

High man of the "C.Y.I." winners for April was Edgar Jackson of the Cracking Plant with a Fls. 250 suggestion for changes in the PCAR control system.

Other winners for the month: Oscar Lanyi, Fls. 15.00, gate near time clocks at Colony Shop; Ferrill Miller, Fls. 15.00, safety showers in Lab. 3; Sydney Alleyne, Fls. 20.00, push button switches in instrument circuits, LEAR;



Edgar Jackson is standing next to the reactor outlet valve at the Catalytic Cracking Plant, where an improvement he suggested won him a "C.Y.I." award of Fls. 250.

Process, M. & C. Announce Shifts

Two departments in the refinery announced changes in their organizational set-ups during the last week in May. Among the shifts in the M. & C. Division of the Mechanical Department was the moving of J. F. Malcolm from assistant general foreman of the Storehouse to the new position of technical coordinator where he will supervise and coordinate all M. & C. technical coordinators and the M. & C. office force. From M. & C. zone supervisor, W. L. Stiehl has been shifted to the new position of craft coordinator and he will supervise and coordinate all the crafts with the exception of the Storehouse. Zone supervisor L. C. Miller is now zone coordinator in which position he will supervise and coordinate the zone supervisors. All these men will report to the assistant division head.

T. V. Malcolm, now assistant zone supervisor, will take over the duties of supervisor in Zone 3 replacing L. C. Miller. In the Storehouse W. H. Harth, general supervisor, will assume the duties of assistant general foreman. J. R. Proterra and C. C. Waddell moved from technical assistants 'A' to assistant zone supervisors.

In the Cracking Plant Division of the Process Department, D. E. Johnson has been appointed process foreman.

Effective June 4 S. Hartwick was advanced from assistant general foreman of Carpenter & Painting to general foreman of the Colony Maintenance Department. J. Pakozdi advances to Mr. Hartwick's former position, and F. Legenhansen becomes assistant general foreman of Colony Maintenance.



In tribute to American and Allied war dead, a squad of Dutch soldiers and a combined U.S.-Dutch color guard stand at present arms while a bugler blows taps at the American Memorial Day ceremony at the U.S. Army cemetery in San Nicholas May 30. In the background are civilian spectators. Not visible in the picture are members of the Aruba Esso Post No. 1 of the American Legion and of the Legion Auxillary.

Weekly Air Service Started To St. Martin and St. Kitts

Filling a long-time need as more and more residents of St. Martin and St. Kitts find employment in Aruba, a weekly service to those islands was started by K.L.M. April 6.

With Lago's new vacation policy providing up to ten weeks of vacation accrual and financial assistance, the service will make it possible for a number of employees to spend furloughs at their home islands, where schooner or steamer travel had previously made it impossible.

The new service, which operates every Saturday, also provides opportunities for cargo shipments. Fresh lobsters are coming in regularly from St. Martin, and shipment of live animals will also be possible.



Visitors last month included R. J. Perrin and J. A. Girardot, respectively president and an official of Compagnie Francaise de Raffinage, a government-owned French petroleum company. Above, they are seeing the plant with F.E. Griffin of the Process Dept.



Duane Walker, Fls. 20.00, platforms under evaporator towers at high pressure stills; James Lopez, Fls. 10.00, pressure gauge at IAR; Melecio Kelly, Fls. 15.00, pavement at surface condensers at PCAR; George Janson, Fls. 70.00, alarm on precipitator carrier at PCAR; Frederick Eaton, Fls. 20.00, mufflers on air operated pumps; Dominico Christiaans, Fls. 10.00 walkway at LEAR; John Thomas, Fls. 10.00, horn in welding shop; Herbert Gaba, Fls. 10.00, Colony map to new F.S. employees; Herman Lopez, Fls. 10.00, improve pipette racks; Juan Pieter, Fls. 25.00, fresh water line, janitors room Main office building; Nydia Ecury, Fls. 15.00, explain safety posters in Esso News; Edwin Bacchus, Fls. 10.00, paint window behind screen Lago Club; Fernando Richards, Fls. 15.00, dock passes to F.S. first aid men; Stanley Ferreira, Fls. 10.00, safety blanket, Tar Plant control house; Luciano Harne, Fls. 10.00, "No smoking" sign at Marine Club; Frederico Wever, Fls. 10.00, fire extinguishers at Lab training room, vault and old Navy office; Waldemar Nahar, Fls. 25.00, publish H.B.F.'s waiting list; Edgar Jackson, Commendation, change dilute phase spray water system at PCAR; Harold Wathey, Commendation, guard rail around windows Lago Police Office.

Esso Pacemaker in War and Peace

Shifting from conflagration to conservation, two subsidiaries of Standard Oil Co. (N.J.) recently released noteworthy news. The Standard Oil Development Co. announced that it had received an award from the Navy for important research and development in the field of incendiary weapons, and O. C. Schorp, president of the Carter Oil Co. announced the release to the industry of a new device which will help immeasurably in the conservation of the oil resources of the world.

Closing four years of intensive wartime research in the incendiary weapon field, the Standard Oil Development Company and eight of its top scientists and engineers received awards recently from the Navy Bureau of Ordnance for "distinguished service".

Their service was the development and design of the Navy's Mark I Flame-thrower and its devastating fuel—jellied gasoline. The Development Company received the Naval Ordnance Development Award and the scientists, including R. P. Russell, president of the Company, were named as recipients of the Naval Ordnance "certificate of exceptional service".

Impressed with the close shave of a flame-thrower operator in a demonstration where the flaming fuel from his weapon had been caught by a gust of wind and blown back perilously close to his position, R. P. Russell, Development Co. president and N. M. Myers, assistant chief engineer of the Esso Engineering Department believed that something might be done about it. Remembering from their early work on incendiary bombs the effectiveness of jellied gasoline they were convinced that it could be used in the flame-thrower. It was thick enough to carry much greater distances and not so much of it would burn up while traveling toward the target.

The National Defense Research committee and the Chemical Warfare Service were receptive to the idea. And in March 1942, the Standard Oil Development Co. was assigned the task of adapting jellied gasoline to the flame-thrower.

By August 1942, the oil scientists had completed their first job. The M-1 portable flame-thrower had been remodeled so that it would fire both liquid and thickened fuel. Once at the fighting fronts the new weapon immediately demonstrated its superiority by hurling more fuel with greater accuracy and at a much greater range and with less danger to the operator.

The portable flame-thrower first came into its own in the Solomons where it broke the back of enemy resistance which had stalled an American offensive.

From the Solomons to Okinawa the portable type blazed a trail of destruction where other weapons had failed to dislodge the enemy from their pill-boxes and caves.

Not satisfied with their results with the smaller units the Standard Oil Development men believed that the portable model could be made into a superior armored weapon and they went to work on the idea.

The result was construction of a larger flame gun with longer range and armored protection.

This new model led, eventually, to the development of a weapon which could fit on an amphibious cargo tank. By the end of the war two of these new types were in mass production. The evolution of the flame-thrower from the start of the war was a study in contrasts. From a portable device that carried but a comparatively small amount of liquid fuel with a range of only 20 yards, the flame-thrower became a decisive offensive weapon—an armored tank carrying almost a ton of destructive jellied gasoline which could be fired with devastating effect into impenetrable positions from a distance of 100 to 150 yards.

Far removed from wartime pursuits was the announcement of the development by the Carter Oil Co. of an electronic device which is able to forecast the future behavior of oilfields. President O. C. Schorp of Carter Oil Co. recently offered the device "royalty free" to the American Petroleum Industry as an aid in the conservation of oil resources.

The oil pool analyzer has almost super-human talents since it can take the equations and statistics of highly-trained technologists and develop in a few minutes the possible life history of an oil field, projecting its production possibilities 25 or more years in the future.

The amazing machine has been developed by The Carter Oil Company and is the invention of Dr. W. A. Bruce, a Carter physicist.

With this device, both analyses and predictions of reservoir pressure-production behavior can be made for most petroleum reservoirs in which water influx is an important factor. Given specific information on which to use its electronic "genius", the analyzer will foretell the future behavior of water-drive oil pools in any part of the world.

The electric robot, in fact, will solve some intricate problems which, Dr. Bruce says, almost are incapable of solution by mathematical means. The device assimilates information about an oil field, digests it, and comes up with answers to difficult problems in five to 10 minutes.

The robot can be used as an important tool in determining what pressures should be sustained in an oil pool to get maximum efficiency and it can be utilized to compute the best rate of withdrawal from a pool to insure the greatest ultimate recovery; it can also tell how much water or gas should be pumped back into the ground to build up pressures which would make the wells produce economically and profitably.

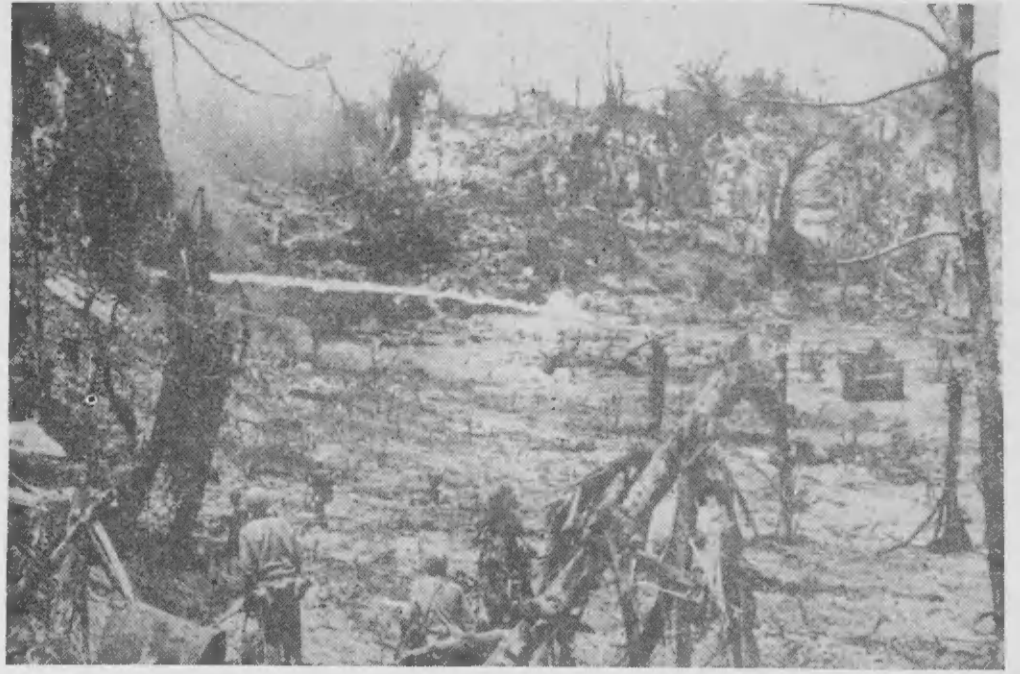
The chief use of the analyzer is in guiding production engineers as they determine the rates of withdrawal of oil in comparatively new fields.

Scientists viewing the analyzer today seemed agreed it can be a boon to conservation. If the robot says that too speedy production of oil from wells will hasten the "end" of the field and force wells to go dry before they recover the maximum amount of oil possible, the rate of production may be changed in accordance with the analyzer's calculations.

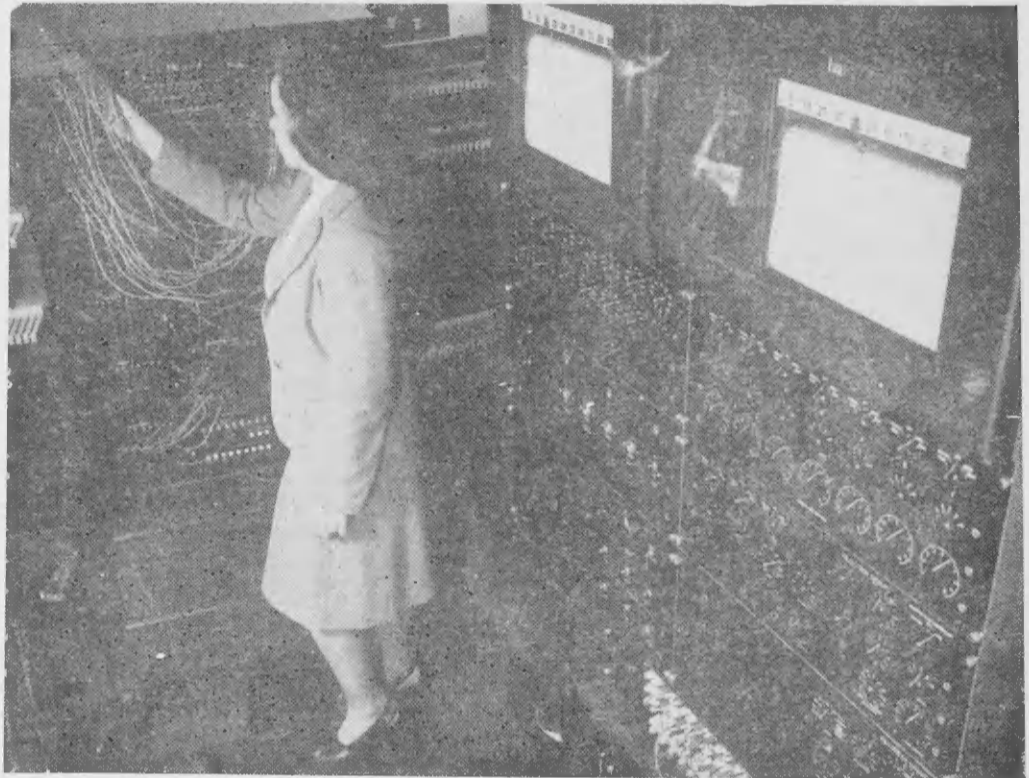
In its six-foot walnut cabinet, the "brain" looks quite impressive and one look inside discloses hundreds of wires, minute electrical connections, dozens of tubes, electrodes and a maze of intricate switches.

Four years ago, the first model analyzer was developed by Dr. Bruce. In 1941, he visited Columbia University where an electrical device had been developed to study the flow of heat. He correlated the principles as they applied to the study of oil production and the Carter analyzer is the result.

While to date, the robot has been tested in determining behavior of oil fields in several states in the United States, preparations now are being made to install one of the analyzers in South America where it will be used to "feel the pulse" of some fields on that continent.



Contrast between Esso's wartime efforts and peacetime achievements is shown in these two pictures. Above is seen the Navy's Mark I Flamethrower in action against the Japs on Peleliu Island. Below is a view of the complicated control panels of the oil field analyzer, another Esso development.



Hospital a Inaugurá División Obstétrico

Departamento Medical di Lago a establecé un division di obstetricia (tratamiento promé y despues di alumbramiento) dia 3 di Juni, 1946, bao cargo directo di Dr. John N. Borbonus. Esaki ta e promé paso di e plan posguerra di Departamento Medical pa percurá pa especialistanan y tratamiento specializá di varios divisionnan medical pa personal y familiaran di Lago Oil and Transport Company. Dr. Borbonus ta un obstétrico masha bon cualificá.

Cu inauguración di e division aki, tur casonan obstétrico lo bai pa Dr. Borbonus, pa bishitanan promé despues di alumbramiento, y nan lo no worde tratá mas pa via di clinicanan general di Departamento Medical ni pa otro dokternan. Horanan especial pa consulta obstétrico ta manera ta sigui aki-bao:

Famianan Foreign Staff, DiaLuna, DiaRazon y DiaBiernes di 10 pa 12 am.

Famianan di Seccion C, DiaLuna, DiaRazon y DiaBiernes di 10 pa 12 am.

Famianan di otro empleadonan local, DiaLuna, DiaMars, DiaHuebes y DiaBiernes di 1 pa 4 pm.

Pa pacientenan por yega na ora na hospital pa e consultanan cu ta cumenzá l'or di merdia, East End Transportation Company a pone un bus mas na servicio dia 3 di Juni, 1946. E bus aki ta sali di San Nicholas 12:30 di merdia y e ta yega Hospital di Lago l'or di merdia.

Horanan di busnan yega hospital lo ta awor: 1'or, 2'or, 3'or y 4'or tur dia di siman.

DEATHS

Clarence Husbands of Colony Maintenance, on June 9, at the age of 30. He had been an employee for the past year and ten months, and was a participant in the Thrift Plan. He is survived by his wife and two children.

Di e dos portretnan aki bao, esun di mas arriba ta un "flame-thrower", (un machien cu ta spruit gasoline kimando di 100 te 150 yards di distancia) den acción contra Haponesnan den Pacifico. E otro ta un machien nobo cu por mustra cuanto tempo un well di petroleo por produci petroleo. Compañia a desaroyá e dos machionnan aki, esun ta masha importante den tempo di guerra y e otro den tempo di paz, pues ta un gran facilidad den industria di petroleo.

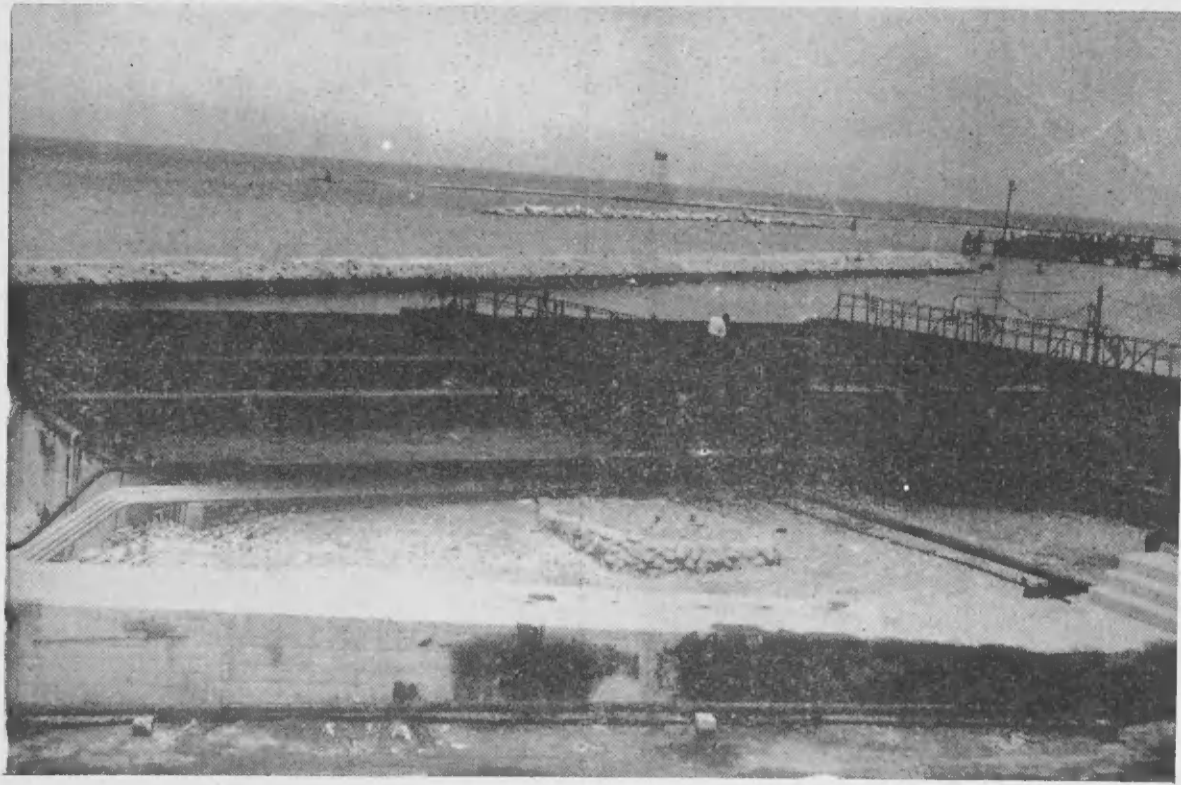
CITATION TO ACCOMPANY THE AWARD OF
THE MEDAL FOR MERIT
TO
ROBERT PRICE RUSSELL

ROBERT PRICE RUSSELL, for exceptionally meritorious conduct in the performance of outstanding services to the United States. As Chief of Division 11, National Defense Research Committee, and as Consultant and Advisor to the Chemical Warfare Service, Mr. Russell directed research and development in the field of flame throwers, incendiaries, and smoke generators. He directed, with unbounded zeal, many projects, and his enthusiasm permeated his entire operating staff. Mr. Russell visited theaters on three occasions to get firsthand information and to see for himself the results of his efforts in the field. His untiring efforts and successful results reflect great credit on himself and the Nation.

Harry Truman

Shown above is the citation from U.S. President Harry Truman accompanying the Medal for Merit awarded to R. P. Russell of Standard Oil Development Co. last month, for his wartime achievements. Mr. Russell is at left below, with Dr. Gustav Egloff of the American Institute of Chemists, after receiving the Institute's gold medal for "outstanding service to the science of chemistry", citing particularly his efforts in the production of aircraft fuels, explosives, and synthetic rubber.





The separator collects most of the oil and water that enters the sewers in the refinery. Oil is skimmed from the surface and returned to the plant for reprocessing. While the separator recovers most of the oil in the sewers, a substantial portion is lost through evaporation and with the overflow water to the sea. Whatever is saved is of low value because of poor quality.

LOST

2,092,400 Barrels
172,800 Barrels
5,760 Barrels
4 Barrels

Four barrels of oil lost every minute of the day and night, month in and month out. Enough oil that, if it were gasoline, would fill the tanks of eleven automobiles every minute—over 15,000 automobiles a day.

Not all of this loss can be stopped. Some of it is accounted for by unavoidable evaporation of products. A substantial part, though, can be stopped by employees operating their equipment properly.

Next to evaporation in storage, the biggest known source of refinery losses is the sewer system, and the best-known method of reducing that loss is to keep oil out of the sewers.

Sewers discharge into a separator box in back of No. 1 Powerhouse, where oil is trapped and water discharged to the sea. The oil that is salvaged, however, is

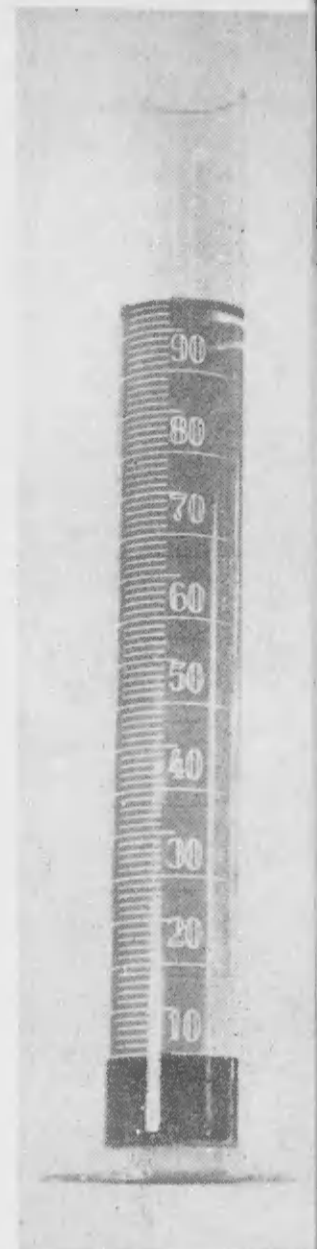
named "slop oil" because it has so low a value. It may have been expensive high octane gasoline or kerosene or Diesel oil when it went into the sewer, but since such oil is mixed with all other oil going to the sewer, the recovered product is only slop, and all the time and money spent on it in previous processing operations is wasted. Besides this a large portion of the light oils (see glass beakers at center of page) is lost through evaporation in the sewer system or at the separator. Any 100 octane gasoline going to the sewer will be 90 per cent lost through evaporation, and the one-tenth part recovered will be low value slop oil.

KEEP OIL OUT OF THE SEWERS

The commonest ways in which oil is lost or becomes slop are through draining excess oil to the sewer when drawing water from tank bottoms; through drip-

Adjust pump stuffing boxes
to prevent excessive leaks

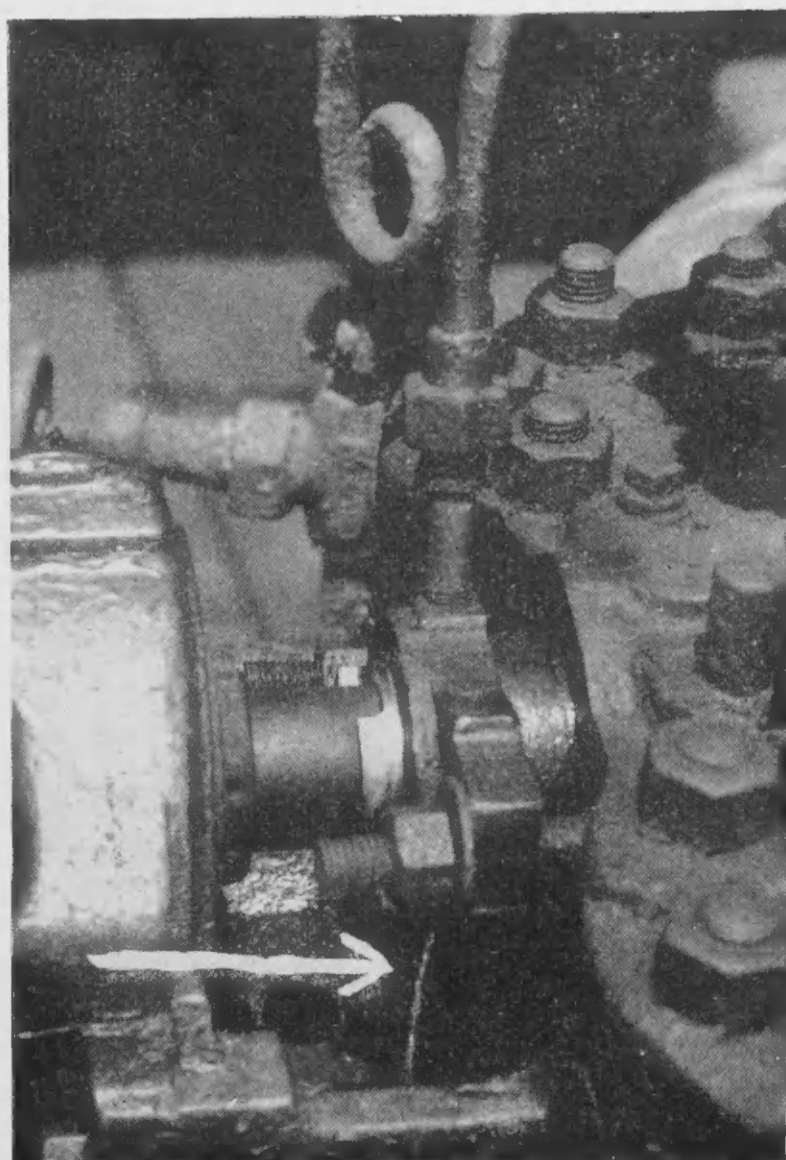
Don't pour oil down the sewer
when drawing water from tanks



If the 100 cc's of gasoline in only the ten cc's shown by the separator. The balance is right illustrates the 90 cc's of 100 going to the sewer. And the from the value of finished s

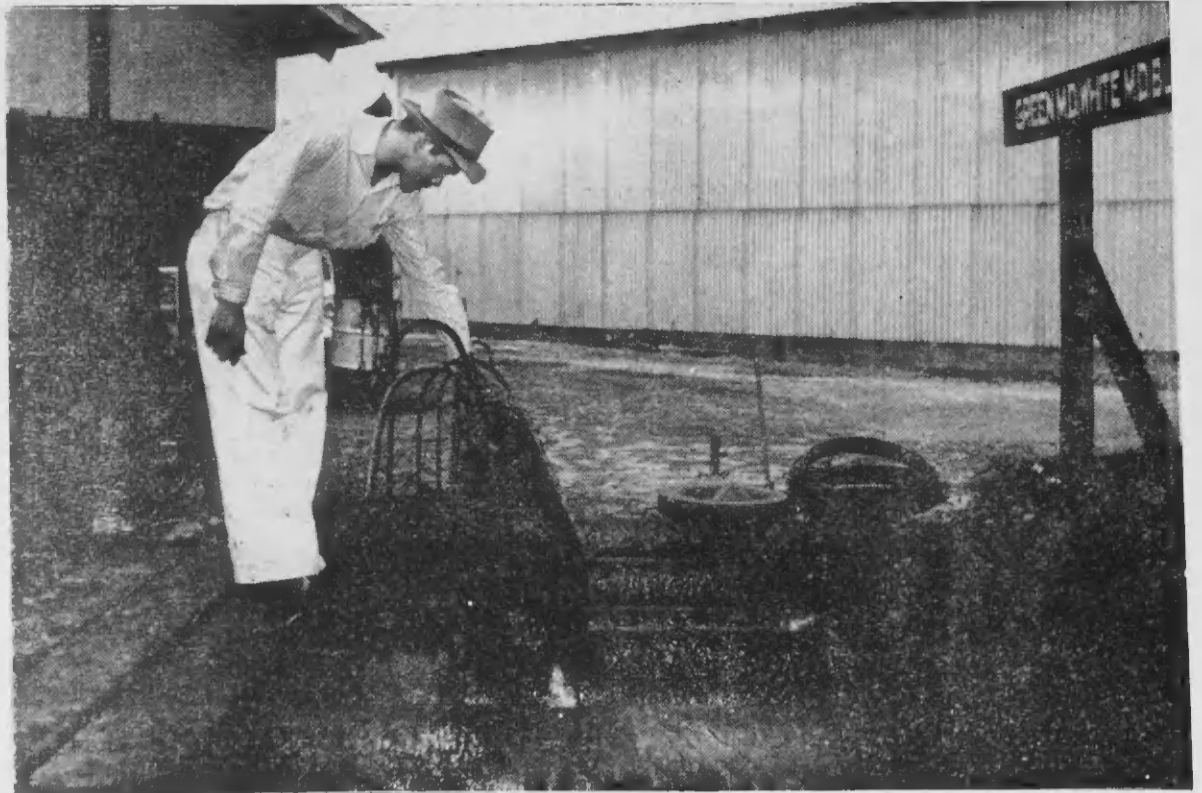
When drawing water from the tanks to the sewer, care should be used to avoid drawing oil to the sewer with the water. Never leave a water drawoff valve open and unattended.

A small leak through a pump packing gland may seem unimportant, but a stream of five cc's per second, like the one the arrow points to, will amount to 1,000 barrels in a year.



Per Year
Per Month
Per Day
Every Minute!

LOST



Over 2,000 samples are drawn every day. To get a true sample, the line must be flushed, but care must be used to see that no more flushing is done than necessary. If every sampler runs one quart more than is necessary to flush the line, at the end of the day 12 barrels have gone to the sewer.

Over 2000 samples taken daily --
a one-quart loss on each
would total 12 barrels

Over 50 barrels of oil
goes to the sewer EVERY HOUR.
The figure can be halved or
quartered by good operation

page at pump and valve packings; and through drawing excess oil to the sewer when preparing to take a sample.

Water may be drawn from over 300 tanks.

More than 500 pumps are in oil service.

Over 2,000 line samples are taken daily.

Add countless valve packings, flanges, and pipe threads that may leak, and it is plain that little losses add up enormously into big ones.

Be careful in drawing off water from tanks. Keep the stream small enough so that oil is not drawn into the drain before as much water as possible is taken out. Water drawoff valves must never be left open and unattended.

DON'T DRAW OIL TO THE SEWER

A very small leakage, two or three drops per second, is enough to lubricate most pumps. Two or three drops a second equals about two or three barrels a month. But spot checks have shown that pumps had leakages of 100 barrels a month, several had over 500 barrels, and there were a few cases of over 1,000 barrels per month leakage per pump.

If two or three barrels per month will lubricate a pump, don't allow loose packing glands to waste 50 or 100 times that much.

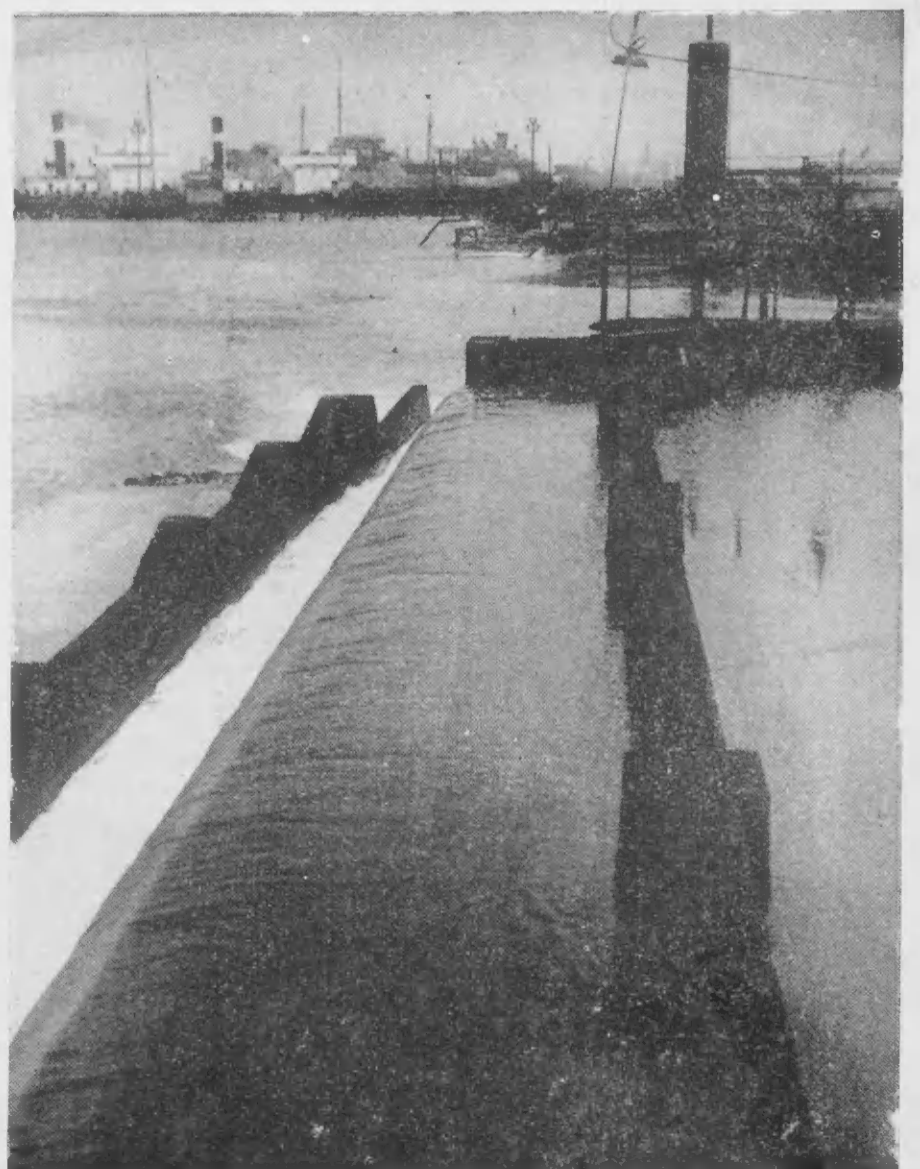
KEEP PACKING GLANDS TIGHT

With literally thousands of line samples being taken every day, it is essential that little losses be avoided in sampling. In flushing out lines, draw out only enough oil to make certain a good sample is obtained. And see that the valve is tight and not leaking afterward.

graduate goes to the sewer, portion will be recovered at evaporation. The graduate at the end of the day that would be lost out of the sewer would be degraded the low value of stop oil.

Keep packing glands snug. A leakage of two or three drops per second is enough to lubricate most pump packing glands.

Water over the dam showing the separator discharging into the lagoon. When the separator is over-loaded by unusual quantities of oil in the sewer, losses to the sea are excessive.



NEWS ^{a n d} VIEWS



Gifts were showered on Harcourt Bristol of the Esso Heights Dining Hall by his fellow workers to the tune of a china tea set, an aluminum coaster set, an aluminum fruit dish, and a silver

butter dish. The cause for this windfall was his marriage to Edna Angela Cross, June 8. The couple plan to live in Sabanaeta. Presenting the gifts is J. Landaker, Esso Heights supervisor.



Here they are lined up — the athletes of 1946. The boy near the center with the pigeon-toed stance should do well in the sack race of that year, and there may be a good dash man or two as well as a couple of needle-and-thread runners. They were snapped unaware watching the high jump event at the Heights June 10.



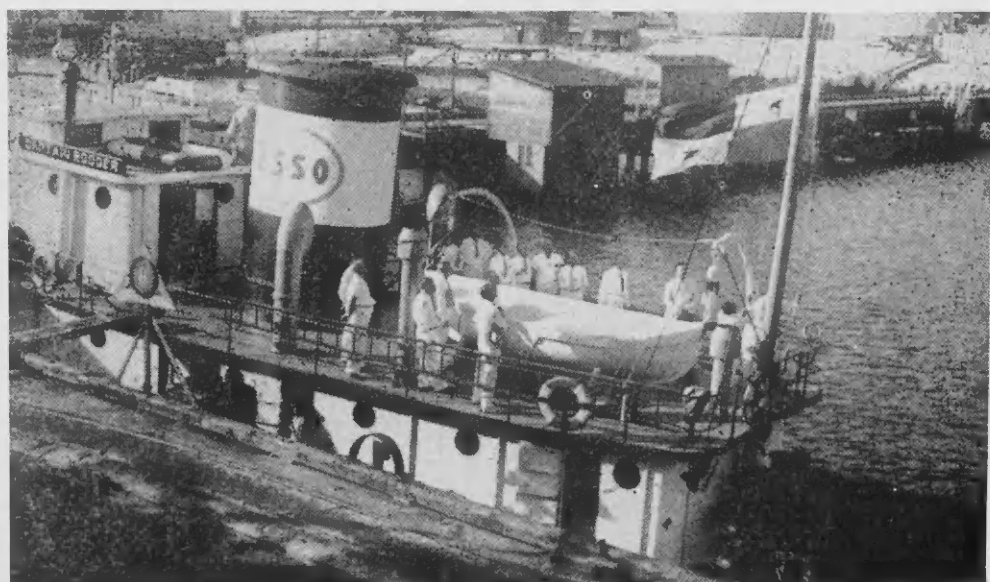
Four generations gathered in one spot are not rare, but unusual. Kenneth James Moseley, who arrived April 2 (he's the young man in the center) made a foursome out of this group. Heeding Kenneth James is great-grandmother Ada Harrington; at left is mother Frances Moseley, and at right is grandmother Frances Thurman. We are not authorized to say that she will challenge any grandmother alive on the bowling alleys, but it is a well-known fact in bowling circles that she can make a monkey out of most grandmothers' grandsons at that sport. Cuatro generaciona hunto no ta algo raro, pero no ta cos di tur dia den Lago Colony. E baby ta Kenneth James Moseley den secol di su bisawela Sra. Ada Harrington. Su mama ta banda robes ta Frances Moseley y su wala ta banda drechi ta Frances Thurman.



Same girl, different pose and clothes. At left she is on location in Oregon for her new Universal Studios picture, "Canyon Passage". At right she looks the way Susan Hayward looks in a glamor shot. Statistical information: the fish at left weighs more than the clothes at right.

Tur o dos portretnan aki ta di e mes un muchu-muher solamente cu diferente traha. Es nomber ta Susan Hayward y e ta trahando den un film nobe "Canyon Passage". Nota: E pisci na banda robes ta pisa mas cu e pananan cu e tin bisti na banda drechi.

The flag of Panama is raised on the tug "Captain Rodger" as the "Port Henry", formerly of American registry, was changed to Panamanian registry May 24. The tug, recently acquired from the S. O. Co. of N.J., is owned by L. O. & T. Co., and has been named appropriately after the late Captain R. Rodger, founder of the Marine Department here. Assisting in the name and flag changing formalities were S. Q. Oduber, Panamanian Consul, G. Palmer, American Vice-consul, and A. Smith of the American Bureau of Shipping. One of the tug's first official duties after becoming the "Captain Rodger" was to steam out of the harbor at 11 a.m. next morning and pull the ocean tanker "Signal Hill" off the reef.



Lago Heights Holds Annual Sports Meet June 10



The annual sports meet sponsored by the Lago Heights Advisory Committee was on the calendar for the Whitmonday holiday this year for the first time. As always, the crowd could alternate its attentions between all-afternoon sports outside and all-afternoon dancing inside. Handsome prizes brought out scores of contenders for the 21 events on the athletic program.

They Won

Cross country: 1st J. Thorne, 2nd R. Mingo, 3rd S. Cowie, time, 38 minutes (approx. 5 miles).
 100 yards, boys under 14: 1st K. Roberts, 2nd V. Nicholson, 3rd A. Gibbs.
 100 yards, men: 1st R. Jackson, 2nd K. Wong, 3rd T. Johnson.
 50 yards, girls under 15: 1st R. Brown, 2nd V. Dash, 3rd I. MacDonald.
 Needle & thread, ladies: 1st R. Lejuez, 2nd V. Dash, 3rd R. Brown.
 220 yards, men: 1st R. Jackson, 2nd T. Johnson, 3rd R. Sardine.
 Egg & spoon, ladies: 1st R. Brown, 2nd D. Gibbs, 3rd L. Sharpe.
 50 yards, children 10 years and under: 1st C. McGibbon, 2nd A. Werleman, 3rd J. Lobrecht.
 440 yards, men: 1st K. Khan, 2nd V. Lee, 3rd E. Crichlow.
 Bun race: 1st H. Lopez, 2nd E. Jeffrey, 3rd H. King.
 100 yards, men 35 and over: 1st R. Rohoman, 2nd M. Lashley, 3rd J. Butts.
 Sack race for men: 1st H. Lopez, 2nd R. Chang-Yit, 3rd M. Wong.
 50 yards for girls 15 to 20 years: 1st M. Illidge, 2nd R. Brown, 3rd V. Dash.
 Relay Race, winning team R. Jackson, R. Sardine, E. Williams (100—220—440 yards).
 Shot put: 1st T. Johnson, 2nd B. Thomas, 3rd C. Baron (winning heave, 40 feet 4 inches).
 Long Jump: 1st R. Jackson, 2nd J. Thomas, 3rd K. Wong (21 feet 7 1/2 inches won this).
 50 yards for ladies: 1st M. Illidge, 2nd M. Gibbs, 3rd A. Luckhoo.
 High Jump: 1st J. Cox, 2nd M. Bernard, K. Wong (winning jump 5 feet 6 inches).
 Half mile: 1st Brewster, 2nd E. Williams, 3rd Belgrave. (Time, 2 minutes 31 seconds).
 Three-legged race: 1st E. Huckleman & M. Straker, 2nd H. Lopez & K. Khan 3rd C. Lau & C. Johnson.
 Mile: 1st Brewster (also won lap prize), 2nd S. Cowie, 3rd R. Mingo. (Time, 5 min. 34 sec.).
 Last but not least, the Bungalows out-pulled the Bachelor Quarters in the annual Tug-of War.



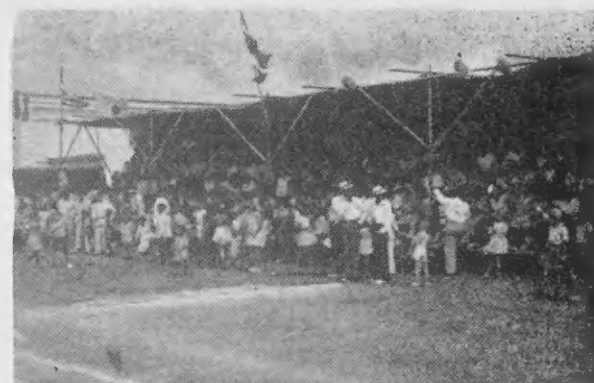
Above, the crowd looks small from the air, but many hundreds saw the day's events.

At left, Teddy Johnson tries the long jump. It was one of the few events he entered in which he didn't either win or place, and he entered a lot.

Credit is due the members of the Lago Heights Advisory Committee, who put on the meet with the help of a number of public-spirited Heights residents. Those responsible included A. Texeira, P. Branch, H. Nassy, B. Viapree, A. Matthews, E. Rankin, G. Lawrence, A. Kallou, O. Serran, A. Stevenson, R. Bishop, E. Tulloch, J. Francisco, Z. Khan, I. Mendes, V. Mundingho, H. Stevenson, S. Bacchus, F. Gilkes, G. Liburd, Mrs. C. Mac-C. Hassell, J. Butts, B. Chand, J. de Vries, A. Krind, D. Sibilo, W. Arrias, S. Gomes, E. Huckleman, M. Lashley, N. Baptiste, H. Lawrence, B. Ecury, L. Bruce, and I. Chin (and possibly others not mentioned in the official program).



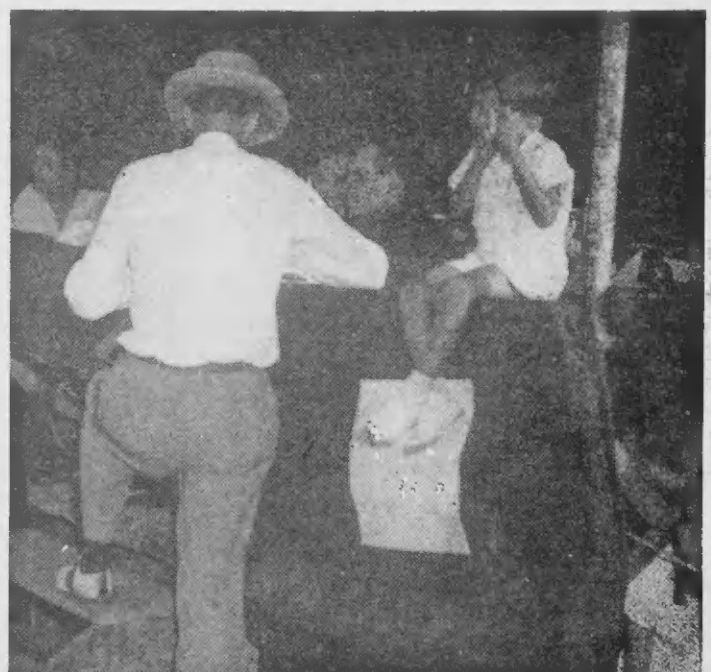
At right above is the finish in the 50 yards race for girls 15 to 20. At left above, Jack Chand, perennial announcer of Lago Heights sports, urges entrants to gather for the half mile race. Changing records on the loudspeaker system is Andy Krind of the Telephone Exchange, who knows his public address systems.



At left M. Illidge shows her heels to the other entrants in the 50 yards for ladies over 20. At right, the crowd in the grandstand.



A hungrier bunch of boys you never saw! Chomping away somewhere in that melee at left is H. Lopez, who devoured his bun a little faster than anyone else in the bun race.



At right is the prize booth, with C. Monroe of Personnel back to camera. Visible over his shoulder are O. Mingo, acting assistant general manager, who later spoke for Management when the prizes were awarded, and A. Texeira, who spoke for the L. H. committee. The little boy at right didn't speak for anyone — he was too busy shooting the cameraman.

With a combined farewell and wedding gift of a silver serving set, Hildegarda Schumacher receives a sendoff from the local nursing staff of the Lago Hospital. She was married at the Lago Community Church May 21, to M. J. Lamoraal Wichers of Curacao and the couple left immediately after the ceremony for their new home in Willemstad. Making the presentation is nurse Lucy Latigue.

AROUND THE PLANT

H. A. Blaize of the Colony Administration Office receives a pair of wedding gifts from A. Mohid. The gifts, a table lamp and a set of glassware, came from his fellow employees on the occasion of his marriage May 16 to Vanisha Davidson of the Hospital. The couple will live at 30 Prinsenstraat. Left to right are H. Backus, A. Mohid, E. C. George, C. Chichester, H. A. Blaize, E. Cox, R.M. Croes, L.J. Brewer, and L. van Windt



Errol Smith of the Storehouse, who is at extreme right in the picture, had some friendly assistance when he celebrated his twenty-second birthday at the Lago Club May 15. Starting with him and reading clockwise around the table are Hugh Ollivierre, Dixie Viapree, George Liburd, Kelvin Wong, Rene Flanginette, Noel Gomes, Oscar Ramatan, Vivian Da Silva, Jack Chand, Dick Sibilo, and Sanji Collatra.



"Hassell Field", the recess recreation ground for apprentices north of the main training building, was dedicated May 29, and it was appropriate that E. A. Hassell, for whom the field was named, should kick the first ball. Before the kickoff, E. Teagle of Industrial Relations made a short talk, dedicating the field to the spirit of teamwork that is as valuable on the job as on the playing field.

"Hassell Field", veld di recreo pa aprendiznan pa noord di edificio di training, a worde habri dia 29 Mei, y tabata natural cu E. A. Hassell, kende su nomber a veld ta carga, mester a schop a promé bala. Promé cu e schepmento, E. Teagle di Relaciones Industriales a papia un speech cortico, dedicando a veld na e espíritu di cooperación cu tin mes bator na trabao como riba veld di recreo.

Samuel Rajroop of the Personnel Department is the proud possessor of a diploma from the College of Swedish Massage of Chicago, Illinois. The sheepskin stated in part, "...has completed a prescribed course in Health Culture, has passed a creditable examination in the Art of Swedish Massage". Samuel studied the course for a little over a year and received his diploma May 28. He intends to put his newly gained knowledge to work in the near future.



Samuel Rajroop

The Launch Division of the Marine Department gained a trained radio repair man May 26, when Henry Moore received his diploma from the Sprayberry Academy of Radio at Pueblo, Colorado. The diploma stated in part, "This certifies his competency in matters relating to radio theory and practice, and is hereby recommended to the favorable consideration of the public." Henry studied the course for 14 months before receiving his diploma and now plans to repair radios as a sideline to his launch work.



Henry Moore

SCORES

Cricket Tournament

May 27	Dominica	121
	Victoria	71
June 2	British Guiana	138
	St. Eustatius	107
June 9	Cambridge (one inning)	210
	Golden Arrow	1st-59; 2nd-89



Football Knockout

May 30	Trappers	4
	Unidos	1
	Vitesse	4
	Neerlandia	1
	Jong Holland	1
	Trappers	0
June 1	Jong Holland (winners)	3
	Vitesse	3

Korfball Tournament

May 19	T.O.F.	6
	Xerxes	1
	Jong Holland	2
	Sparta	3
May 26	T.O.F.	2
	Sparta	2
June 1	Sparta	3
	Falcon	2

NEW ARRIVALS

- A daughter, Rudwina Elizabeth, to Mr. and Mrs. Gerrit Croes, May 11.
- A daughter, Hilda Cecilia, to Mr. and Mrs. Calvin E. Birshby, May 16.
- A son, Eustace Austavie Orlen, to Mr. and Mrs. Nedd Reddock, May 16.
- A son, Ronald Victor, to Mr. and Mrs. Emiliano Maduro, May 17.
- A daughter, Thelma Teresita, to Mr. and Mrs. Celestino Alberts, May 17.
- A daughter, Cynthia Rose, to Mr. and Mrs. Orgias Redhead, May 18.
- A daughter, Helen Elizabeth, to Capt. and Mrs. A. J. McDonald, May 19.
- A daughter, Louisa Rosaria, to Mr. and Mrs. Jesus Blalick, May 21.
- A daughter, Brenda Yvonne, to Mr. and Mrs. Brown McIntosh, May 21.
- A daughter, Phyllis Sarah, to Mr. and Mrs. Reuben Vlaun, May 23.
- A son, Johnny Rafael, to Mr. and Mrs. George Tremus, May 21.
- A daughter, Abdonee Belleronia, to Mr. and Mrs. Albert Romney, May 25.
- A son, Albert Joseph, to Mr. and Mrs. Theolindo Flanagan, May 27.
- A daughter, Joyce Elaine, to Mr. and Mrs. Alvin Every, May 28.
- A son, Winston Samuel, to Mr. and Mrs. Samuel Peters, May 29.
- A son, Tim Curtis, to Mr. and Mrs. Cecil Campbell, May 29.
- A daughter, Esther Kathleen, to Mr. and Mrs. Matthew Banfield, May 29.
- A son, Pedro Enrique, to Mr. and Mrs. Daniel Koolman, June 3.
- A daughter, Princess Catherine, to Mr. and Mrs. Emmanuel Johnson, June 4.
- A daughter, Elister, to Mr. and Mrs. Emila Arrindell, June 4.
- A daughter, Geraldine Lois, to Mr. and Mrs. Charles Fulton, June 5.

Engagements and birthdays were combined in a party at the home of Charlie Rohee of Personnel in Lago Heights May 16. The engagement of Charlie's niece, Olga Singh of T.S.D., to Terry Mungal of Personnel topped the list of happenings. Added to this was the announcement of the birthdays of Olga and Charlie's wife, Winnie. The food and drink were excellent and Mrs. Rohee received many compliments for her fine repast.

Bowling Prizes Awarded

Signifying the end of the 1945-1946 Bowling Leagues, the annual bowling party was held May 18 at the alleys. Accompanied by food, drink and an assortment of novelty games, the main event of the evening was the presentation of the L. G. Smith Trophy to the captains of the winning teams in each league. At left is Mildred MacMillan, captain of the Queen Bees receiving her team's winnings in the Round Robin League. The inset at left shows Tom Malcolm gathering in cash for his brother Joe's M. & C. team, winners in the Scratch League. In the center ravenous bowlers appease growling stomachs with hot-dogs and the "works", served by the able hands of Cornie Dunlap and Frank Burson. At right is Tom Smith, captain of the Woodpickers of the Handicap League. Bob MacMillan is making the presentations.

Progressing farther along the somewhat back trail, the Eagle C.C. defeated the West Indian C.C. 214 to 65, May 19. High man for the Eagle was Nicholas of the Carpenters, with 60, and for the West Indians, Brown of the Training Division, with 27. The Eagle C.C. cricketers claim they will accept challenges from any and all comers.

In a holiday match they defeated the Cambridge C.C. 194 to 120 at the Eagle field. High man for the day was C. Worrrell who made 73 for Cambridge. For Eagle the high man in this match was D. Charles who scored 68.

